

Railtalk

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Magazine

Xtra



OBB Taurus - Part of the best

Welcome to the Railtalk Magazine Xtra, which compliments the main Railtalk Magazine and means that we can put even more pages together every month. As always in Xtra, we focus on life outside the UK, and once again we have some excellent shots from some of Europes finest photographers. Our “From the UK” section this month went to Barrow Hill Roundhouse for its 20 years since closure by British Rail event.

This month both Andy and Myself went to Austria, where despite the bitterley cold temperatures, we had some excellent rail journeys. I have to say that Austria is still one of my favourite countries to visit and if you want spectacular scenery as you travel then this is the place to be. The only downside is that most of the journeys through the scenic routes do take up much of a day each, so be prepared for some long but beautiful rides. The OBB rail network is very efficient and not many delays were encountered, even then only 5 or 10 mins, all the trains were modern and spacious, but sadly some were a bit too spacious, the amount of people travelling on some routes must have been well short of sustainable, but it was February so perhaps they will be busier in the summer months. Look out for some of our photos in the coming months.

Just one complaint to make this month, why do people throw litter all over the place in the UK, I was especially saddened to see that at the ELR recently, a family out for the day in the next compartment to us, threw all their food and drink packaging out of the window and on to the lineside. Do these people have no thought for the volunteers that make the railway so smart.

David

Once again many thanks to the many people who have contributed this month, it really makes our task of putting this magazine together a joy when we see so many great photos. This issue wouldn't be possible without: Colin Gildersleve, Steve Madden, Brian Battersby, Paul Godding, Phil Martin, CJ Sutcliffe, Pavel Kopec, Tomáš Kubovec, Richard Hargreaves, Martin Grill, Martin Válek, Mark Pichowicz, Richard Weber Filip Štajner, Pavel Šturm, Bea Želtvayová, Petr Holub, Pavel Martoch, Honza Štofaňak, BVT, Ivo Rušák and Libor Hyžák

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Submissions

Pictures, articles and news can be entered through the forum, or by email to us at:

entries@railtalk.net

Please include a detailed description and credits.



Cover: On January 24th, OBB Class 1216-233 part of the very large Taurus fleet speeds through Ceska Trebova. These locos, in various liveries and for several operators must be one of the finest seen on mainland europe today. [Paul Godding](#)
This Page: NR 25 is seen working the 'Indian Pacific' away from Adelaide en route to Sydney on December 3rd. [Steve Madden](#)



Due to a shortage of electric locomotives, heavy ore trains are currently pulled with 3 Type 77 diesel locomotives. This train is seen passing Hasselt station whilst working between Antwerp Harbour (Zandvliet), and Dillingen. [BVT](#)





Czech Cargo Class 743.007 passes through Harrachov with a passenger train whilst helping to climb a high mountain route from Tanvald to Kořenov on December 31st. [Pavel Šturm](#)





Another Czech Cargo loco Class 743.007 helps 843.010 and 943.010 into Korenov through the deep snow on December 30th. [Pavel Šturm](#)





On January 15th, Matterhorn Gotthard Bahn
HGe 4/4ii No. 103 "Chur" is seen shortly after passing
through Realp with Glacier Express 910, the 10:00 Zermatt - St. Moritz.

Mark Pichowicz



Locotractor No. 9119 (delivered in 1963-64) is often used to haul empty trains to and from the maintenance depot at Hasselt. Here it is seen pushing back a "Break" to the depot. Behind the loco you can see a special wagon to ease the coupling of different kinds of railway material. [BVT](#)



Two Adelaide Metro units Nos. 3023 and 3101 pass
on the approach to Adelaide Station, December 2nd.

Steve Madden





SNCF ter regional unit Z21604 is seen at Rennes in "Pays de la Loire" livery. [Brian Battersby](#)



NMBS have ordered nearly 300 Desiro EMUs from Siemens. In Germany they have already proven to give good service around Köln. Testing of these trains in Belgium is now in full swing. This is No. 08503 is seen here at Leuven on its way to Beauraing at the Belgian Ardens. [BVT](#)





A Polish EN57 EMU departs Usti nad Orlici on January 26th with a cross border service. [Class47](#)





Austrian OBB Class 1216-226 passes through
Usti nad Orlici on January 26th with a service for Praha Hln.
Paul Godding



NR 75 in red Ghan livery working its namesake train
"The Ghan" past Dry Creek Yard, Kilburn on
December 5th. This train only runs on a Sunday and is seen here
only a few minutes into its 36 hour journey from Adelaide to Darwin via
Alice Springs. [Steve Madden](#)



ARG's P2514 and AD1521 head west towards
Kwinana with loaded grain for export.

Colin Gildersleve





Polish Class ET22-592 is seen running light engine into Cesky Tesin, These locos often work into here from Poland with cross border freight trains. [Paul Godding](#)





ARG's L3115, the Kwinana shunter for the day, shunts chemical tanks into the unloading dock at Kwinana. [Colin Gildersleve](#)



Class 151.020 is seen working the Ex128
from Hradčany at Vsetín on December 30th. *Ivo Rušák*



A pair of rebuilt Class 753/7's pull out of Kralupy yard with a lengthy coal train. At the rear were another two more "Goggles" assisting this very heavy train. [Paul Godding](#)



Late afternoon in Val-Mezirici
on December 4th. *Ivo Rušák*



On December 17th, Class 131.054
heads a freight train through Vsetín. *Ivo Rušák*





Above: Czech Class 451.046 is seen at Praha Hln. having just arrived with a local working from Praha Vršovice. [Jon Jebb](#)
Below: Heading a pair of Unipetrol Doprava Class 740s at Kralupy nad Vltavou is Class 740.735. [Jon Jebb](#)



Above: The small batch of Class 371s ply the route from Praha through Decin and into Dresden, here Class 371.004 passes Kralupy en route Praha. [Paul Godding](#)
Below: Seen at Ostrava depot on January 25th are Class 751.038 and 751.176. [Paul Godding](#)





Malaysian Railways No. 19109 is seen shunting vans at the Old Kuala Lumpur Station on December 1st. The new Kuala Lumpur Station is a large underground building in stark contrast to the colonial buildings of the old Station. [Steve Madden](#)





Queensland Rail National's LDP003 in Downer Livery and CLP13 in QRN livery, take the 6PM1 intermodal from Perth to Sydney through the suburbs of Midland on November 12th.

Colin Gildersleve





Above: Class 954.205 heads 854.213 through Stara Paka on January 29th with service Sp1868 from Trutnov to Kolin. [Pavel Šturm](#)
Below: Class 854.212 passes through Stara Paka with service Os5412 heading for Liberec on January 29th. [Pavel Šturm](#)



Above: Class 954.214 leads 854.205 through Stara Paka with service Sp1866 from Trutnov on January 29th. [Pavel Šturm](#)
Below: Class 843.014 heads through Stara Paka with R989 from Liberec on January 29th. [Pavel Šturm](#)





Above: One of the reliveried Class 460s, 460.023 approaches Bohumin passing the locomotive depot, heading for Ostrava. [Paul Godding](#)

Below: Seen at the head of a lengthy coal train through Cesky Tesin on January 25th is Class 182.134, Class 122.022 was assisting on the rear. [Paul Godding](#)



Above: Pendolino Class 682.007 is seen waiting to depart Ostrava Hlavni Nadrazi on January 25th with an express service for Praha. [Paul Godding](#)

Below: Czech Class 130.012 and similar looking 181.115 are seen stabled on Ostrava Depot, January 25th. Not detectable here as the shot is head on, but the Class 181 is a much longer loco. [Paul Godding](#)



A line of withdrawn shunters is seen at
Seddin Depot, Germany with Class 362.801 leading,
however the loco does have the number 362.916 on its front. [Steve Madden](#)



On January 5th Ge 4/4iii No. 647 "Grüsch" is seen climbing alongside the River Hinterrhein, approaching Rodels - Realta with RE1129 09:58 Chur - St. Moritz.



Mark Pichowicz



DB Class 139.554 is seen working a mixed freight over the river bridge at Kopenick, rather unusual for a Sunday morning. [Steve Madden](#)





2 Trans Perth EMU's cross on the Swan River bridge in Perth with services from Clarkson in the North to Mandurah in the South. This lines was only constructed in the last couple of years and runs for quite a way in the middle of a 6 lane Freeway. This shot was taken from the famous landmark, Kings Park on December 17th. [Steve Madden](#)



1953 built Ge 4/4i No. 608 "Madrisa" is seen
crossing the Hinterrhein close to Reichenau - Tamins
with an Ilanz bound freight on January 5th.

Mark Pichowicz





The Pemberton Tramway Co. is based at Pemberton, South West Australia. They have a lot of stock based there, but the only ones in use are the trams. This shot is of narrow gauge steam loco No. V1213 stabled with matching stock on December 11th. [Steve Madden](#)





Diesel powered 3 car Tram waits in the siding at Pemberton Station for its first working of the day. It will make two return trips from Pemberton to Warren River Bridge at 10:45 and 14:00. The journey takes 1 hour 45 minutes. [Steve Madden](#)





Pemberton has 3 of these narrow gauge Class 15 lookalikes stabled in the yard, however they are all looking rather worse for wear.

Steve Madden





Czech Class 742.138 heads towards Kolin with a short freight working. The smoke in the background is actually coming from one half of a diesel powered engineering train, the other half is just visible behind the Class 742.

Class47



Czech Class 150.210 waits at Praha Hln with the overnight train to Moscow. Regular readers of this magazine might remember that this service used to feature a Polish PKP loco. However, the train still conveys some interesting carriages. [Class47](#)





CD Cargo Class 751.220 hauls a freight train through Ostrava on January 25th. [Paul Godding](#)



A Class 781 stands in the scrap line at Ceska Trebova. These
locos haven't seen service in the Czech Republic for many
years, and sadly this one looks far from fit for service. [Paul Godding](#)



DB Class 112.117 is seen working a passenger train
over the rather grafittied bridge at Kopenick.

Steve Madden





On January 24th, Pplish PKP EU07-533
is seen at Zabreh Na Morave heading for Olomouc.
Paul Godding



New S-Bahn service center opened in Vienna Floridsdorf



The Vienna S-Bahn is one of the main means of transport in the region of Vienna. Newly designed, close to the S-Bahn, the plant site now allows maintenance to modern specifications. For the 300,000 passengers that the Vienna trains carry every day, appropriate maintenance is essential. At the starting point of the so-called S-Bahn "main line" in Floridsdorf, this new Service Centre is the nerve center of the S-Bahn.

To address the increasing demands, and with a top punctuality rate of 97.6 percent last year, we have to interact with primarily three things:

- motivated and qualified employees
- proper vehicles and infrastructure, and
- the professional maintenance of railway vehicles

With the new service workshops at Floridsdorf, the ÖBB is technically right up to date and at the same time, ÖBB are so well prepared for future rolling stock: car lengths can be maintained in the service hall of up to 75 meters.

The hall was extended by around ten meters and equipped with latest technology. This modern Achsdrehsenken and a lift table are just as safe and ergonomic work umbrella stands. In just two years the service center Floridsdorf has received a completely new look. The newly designed workshop directly leads to the fast rail line and now allows maintenance to modern specifications. The revised pointwork has removed up to 35 trains per day through the workshop as awkward maneuvering is a thing of the past.

Eighty employees work around the clock, 365 days a year for reliable, safe and professional maintenance of over two hundred sets of ÖBB trains.

To around 18.5 million euros, the hall and the exterior was modernized. This includes the construction of all facilities, such as cold storage, laundry facility for technical cleaning and rebuilding the northern track ladder.

Facts:

- Extension of the hall by about ten meters
- New construction or extension of the contact line in the indoor and outdoor
- Seven stationary roof lifts
- Ergonomic work well underneath the car by elevation of 6 tracks
- Achsdrehsenken two, four rotators
- Lifting table with 8 tonne capacity

Rapid service checks and repairs around the Clock

The convenient location and the siding, service checks and quick repairs are carried out in a short lead time - such as windshield wiper replacement, compressor replacement, small repairs to the WC, to swap axles and traction motor swap.

Every year the workshops handles

- 6,000 required repairs
- 2,300 security checks, usually after about 8500 km
- about 520 major repairs that are required in specific maintenance intervals - after about 40,000 km

Major servicing (after 750,000 km) and large repairs are carried out at the factory in Jedlersdorf.

Alstom unveils the first train for the RER A line in France



On 8 February 2011, Jean-Paul Huchon, Chairman of the Région Ile de France and the STIF, Pierre Mongin, Chief Executive Officer of the RATP, and Philippe Mellier, Chairman of Alstom Transport, unveiled the first trainset of the RER A MI09. In April 2009, the Alstom-Bombardier consortium signed a contract for 130 MI09 double-deck trainsets and received the order for the firm tranche of 60 trainsets for this project sponsored and co-financed by the STIF and RATP. The total contract amount is €917 million, of which 70% - approximately €640 million- will accrue to Alstom. The trainsets will run on the RER A line and will replace the MI84 single-deck trains currently in operation, which have the lowest capacity of the three types of rolling stock assigned to line A.

The first complete trainset left the production lines in just 16 months (preliminary studies, design, industrialization and production), which represents a real challenge in the rail industry. The first body shells of the double-deck trainsets (MI09) left the metalworking assembly lines in January 2010: the first car entered the paint shop and left at the end of January 2010. Work on the train's interior fittings began in early February on the finishing line. The first vehicle spent approximately five months on the finishing lines before being sent for testing in August. The first trainset (five vehicles) entered the Rail Test Centre (CEF) in early October 2010. Certification tests have now begun on three MI09 trains. Commercial operation is scheduled to begin by the end of 2011.

Double-deck trainsets for RER A, high-quality service for passengers

Priority has been given to carrying capacity, ease of movement and passenger comfort. The double-deck trainsets - the only ones that can cope with more than one million passengers per day - can each transport up to 1,725 people, reaching speeds of up to 120 km/h. The 110-metre long trainsets consist of five cars, each equipped with three wide doors on each side.

For passenger comfort and safety, the trains will be equipped with a video protection system. The lighting enhances the feeling of tranquility. LCD screens will provide passengers with information about their destination, the stations served and connections. The trains have areas reserved for people with reduced mobility. Finally, a Wi-Fi train-ground connection will be used to transmit the train's operating parameters and to plan for maintenance operations, thereby ensuring reliable service.

The new design also boasts a re-worked interior. The seats have new, more accessible support bars and the entry platforms have been redesigned for greater transparency and a more direct view into the upper and lower levels, making the entrances and exits, as well as movement inside the trainset, more fluid. The new harmonious colour scheme reflects contemporary trends, creating a soft, tranquil and relaxing atmosphere. The wide doors allow passengers to board and disembark very quickly. The exterior of the MI09 has an immediately recognizable design, which clearly embodies the identity and values upheld by the RATP: power, speed and flexibility.

MI09, a source of economic vitality in France's regions

Alstom Transport, the leading manufacturing company in the French rail sector, helps to boost local economies through its nine manufacturing sites in eight French regions. Alstom Transport's 8,800 employees in France provide expertise to both French and international customers and, in addition to direct jobs, the company generates nearly 27,000 indirect jobs at SMEs, with each job at Alstom generating approximately three jobs for its direct suppliers. Since the contract was signed in April 2009, between 150 and 220 people (engineers, technicians, draughtsmen, workers, etc.) have been involved in the project at Alstom's Valenciennes Petite-Forêt site. Other Alstom sites are also participating in the manufacturing process: Ornans is providing the traction engines, Le Creusot the bogies, Tarbes the electric blocks and traction equipment, and Villeurbanne the control-command electronic system. All in all, some 500 people have worked on this project for seven years at Alstom's sites in France.

In addition, 86% of the suppliers with whom the French sites work are based in France (SAEP, Sofanor, Stratiforme, Neu/Faiveley, Depreco, Barat, Voisin, etc.).

Finally, Alstom Transport contributes to competency development in France, allocating 4% of its annual turnover to research and development, 80% of which is invested in France.

MI09, a new vehicle of sustainable transport

The MI09 trainsets will be equipped with a high-performance traction chain which will reduce energy consumption and generate less dust on braking thanks to greater use of electric braking. A new water-based process is also being used for

the first time in the new spray booths at Alstom's Valenciennes Petite-Forêt site.

MI09, one element of the RATP's modernization plan

As part of a modernization plan for the Paris metro, the RATP plans to continue to put dozens of brand new trainsets into operation in an effort to update the existing fleet. After line 2 (Porte Dauphine - Nation), which is fully equipped with new MF01 equipment, this latest-generation metro train will replace trains on the Paris metro on lines 5 (Bobigny - Place d'Italie) and 9 (Pont de Sèvres - Mairie de Montreuil), currently serviced by the old MF67 trainsets. Alstom Transport was commissioned to design and produce 94 trainsets as part of a consortium with Bombardier in July 2001. Commercial service began in December 2007. The consortium will deliver the MF01 at a rate of 20 trainsets per year until 2015. On 20 October 2005, Alstom was awarded a contract by the RATP to supply 59 MP05 metro trains (with 10 as an option) to equip line 1 which is in the process of being automated. They will enter service in stages between mid-2011 (combined operation trains with and without conductors) and 2012 (fully automated operation).

MI09 in figures

- Each car consists of more than 30 tonnes of steel and 30 km of cables, insulating materials, composite materials and electronic equipment.
- Some 200 people are working on the project at Alstom Transport's Valenciennes site. Between 12 and 20 people are working on the project at the Rail Test Centre (CEF):
- the MI09 project represents 300,000 research hours, i.e. approximately 2,500 production hours per car, more than 15,000 research proposals, etc.



Istanbul commissions its Citadis trams and starts dynamic tests on the new Alstom Metropolis metro trainsets



In the presence of Kadir Topbaş, the Mayor of Istanbul, Istanbul Ulasim A.S., Istanbul's urban transport operator, officially put 14 Citadis trams into operation on the Zeytinburnu-Kabatas and Zeytinburnu-Bagcilar lines. These 14 Citadis are part of a total order of 37 Citadis tramways by Istanbul Ulasim A.S. for the Metropolitan Municipality of Istanbul (for an amount of 73 million Euros) dating from September 2007. The remaining 23 Citadis will be put into commercial service in the coming weeks.

The whole fleet of Citadis is aimed firstly at completing the fleet of low-floor trams currently in operation on the Zeytinburnu-Kabatas line and secondly at replacing the high-floor trams previously running on the Zeytinburnu-Bagcilar line. Very well used by the local population and tourists, this line serves the historic Golden Horn district and currently transports 250,000 passengers a day. Operating in double units, the Citadis trams can transport up to 500 passengers per tramset.

In addition, Istanbul Metropolitan Municipality (IBB), with the involvement of Istanbul Ulasim A.S., is preparing to start dynamic tests on the Metropolis metro trainsets on

the line in the process of construction between Bagcilar (Kirazli), Ikitelli and Olimpiyat Village, also situated in the west of the Turkish capital. On the occasion of presentation of the future line to the media on 20 January, Kadir Topbaş drove one of the Metropolis trainsets ordered by the Istanbul Metropolitan Municipality (IBB) in August 2007. The contract concerned the supply of 20 four-car trainsets, i.e. 80 metro cars, each with a capacity of 1,234 passengers. In accordance with the contractual schedule, the Metropolis were delivered between October 2008 and February 2010.

In Istanbul, Alstom which supports the development of Istanbul urban transport for over 10 years, has already built the city's first metro line (Taksim-4.Levent) and supplied the Metropolis carriages in commercial operation since 2000.

Alstom started its activities in the 1950s, and is a key contributor to the energy and rail transport infrastructure in Turkey. Alstom supplied key equipment for 55% of Turkey's installed power generation capacity, including the Atatürk dam which is the biggest hydro power plant in the country and approximately 50 % of the installed transmission products of TEIAS and successfully performed several key railway projects such as the delivery of 436 locomotives for the National Railways and the Istanbul tramway. Alstom is today a social and economical contributor, with approximately 1200 employees in Turkey working for commercial, engineering, service and manufacturing, able to manage turnkey transmission projects for the entire region in power generation and in power transmission. The Gebze factory exports 85% of its production and Alstom Grid has been ranked 39th among the top 500 national companies.

Photo: Mr. Kadir Topbaş, Mayor of Istanbul, at the inauguration of the Citadis tramways of Istanbul – 3 February 2011. ©IBB Press Office



Festive launch of the reconstruction of the railway station Přerov



The Reconstruction of the railway station at Přerov, was officially launched on February 24th. The project has been proposed to be co-funded by the European Union from the Cohesion Fund under the Operational Programme Transport. The investor of the construction is the Railway Infrastructure Administration, state organization (SŽDC).

The significance of the railway junction Přerov on the network of the railway transit corridors is principally underlined through its position. Přerov is one of the significant railway junctions on II Railway Transit Corridor Břeclav – Přerov – Petrovice u Karviné, as well as the connecting branch Přerov – Česká Třebová. Also, the line Brno – Přerov runs into the railway junction Přerov. The whole construction is implemented on the territory of the Olomouc region and is situated on the cadastral territories of Horní Moštěnice, Lověšice u Přerova and Přerov. The line of II Railway Transit Corridor is part of the European route Gdynia – Gdańsk – Katowice – Petrovice u K. – Ostrava – Břeclav – Wien – Villach – Jesenice – Ljubljana – Rijeka). The link between Katowice and Břeclav is one of the most important international transportation paths on the territory of the Czech Republic.

“The reconstruction of the yard of the railway station Přerov related to the 1st construction includes double tracks through the junction including the layout of the passenger station. After the reconstruction, the line speed of the station forecourt will be 160 km/h, and of the passenger station except for the platform edges 80 km/h. The reconstruction of the railway superstructure and the rehabilitation of the railway substructure will be carried out including a new drainage and the reconstruction of bridge structures,” commented on today's festive occasion Ing. Pavel Habarta, MBA, SZDC Executive Director.

As the title reveals, the construction is divided into two parts. The 1st construction begins on km 178,480 in the railway section Otrokovice – Přerov, and then it proceeds via the station forecourt and passenger station as far as km 185,615 of the railway section Přerov – Prosenice and on km 184,611 of the railway section Přerov – Dluhonice. The remaining subsections of the railway section Přerov – Prosenice, Přerov – Dluhonice including the overtaking station Dluhonice and track No. 1S of Dluhonice junction are included in the 2nd construction. Passengers will be provided with a barrier-free grade-separated access to the platforms through a new – south underpass supplemented with lifts and the current reconstructed underpass. The current canopy of the platforms will be reused and mounted to new platforms. The heavy-current distribution systems, the lighting of the railway station and the contact line system will be reconstructed. New electronic interlocking of 3rd (state-of-the-art) category will be installed – managed from the Unified Control Place. This interlocking will allow expanding by the ERTMS/ETCS system. New local cabling, telecommunication devices including the information system and the traffic control facility will be established.

Prague Ruzyne airport after 20 years, opens the renovated railway siding



Prague Ruzyne launched CD Cargo and freight forwarding company Lagermax railway siding RUVE bearing, which helps to convert truck traffic to rail. After some time, this is a new project of this type, which connects the small industrial building with a central rail network, namely the regular transportation between Prague and Ostrava. This happens when the gradually improving value for money of rail and road transport in favor of rail.

With the offer of cooperation came CD Cargo in 2010, followed by preparation of the project and already this year, facilitated the operation of road transport on the siding 600-700 trucks. Goods, especially palletized, will simply be transported by road instead of rail. Transportation will be held five times a week.

“Bulk shipments are not groundbreaking, but an important change in the trend in recent years, the railway siding rather dilapidated. Customer pays any direct connection to rail investment because we offered him a better price than road carriers,” said Jan Walker Project, Commercial Director of CD Cargo.

Lagermax forwarding company, which operates in the Czech Republic since 1991, opened in 2009 a branch store in the commercial freight station Ostrava. This enabled it to better cooperation with CD Cargo, as well as easier access to rail transport.

More new trains for the regions



Czech Railways have with Skoda Vagonka an open tender procedure of two contracts for the supply of new trains. The new trains will travel in Ústí, Pardubice, Králové, Olomouc and South Region.

Modern power sets will be designed as a low barrier. Easy boarding for all passengers to the boarding area, and the inclusion of door control buttons, which will be blocked for safety driving. The advantage of low-floor solutions and wide doorways is also to shorten the time to pick up passengers. The trains will also have a barrier-free toilet with a closed system. The modern interior is illuminated by large windows, along with air-conditioning. Passengers will have seats covered with fabric upholstery. The trains will provide information through audio-visual passenger information system. They are also equipped with a universal space for the strollers, bicycles and bulky luggage.

Routes planned for useage of the new trains include:

Usti nad Labem Region - 7 units, three-car, 3 kV DC power supply:
Litvínov – Ústí nad Labem;
Kadaň – Most – Ústí nad Labem – Děčín

Pardubice and Hradec Kralove region - five units, three-car, 3 kV DC power supply;
Pardubice – Hradec králové – Jaroměř

Olomouc region - 3 units, three-car, Supply 3 kV DC and 25 kV, 50 Hz;
Šumperk – Zábřeh na Moravě;
Olomouc – Prostějov – Nezamyslice

South Bohemia - 4 units, two-car, Supply 3 kV DC and 25 kV, 50 Hz;
Strakonice – České Budějovice – České Velenice



The amount of the contract to supply 15 pieces of three-car units is 2063 million CZK. The contract for the supply of two-car units, 448 million CZK. Purchase of trains is financed by the Regional Operational Programmes of the EU to 40%. The first set should be delivered in the second half of 2012, all set to be delivered by spring 2014

Czech Railways last year, concluded several contracts for the purchase of new commuter trains. These supply a total of 33 motor vehicles RegoShuttle RS1 from Stadler Pankow worth about CZK 1.8 billion, eight two-storey units delivery from Skoda Vagonka worth about 1.75 billion CZK and prepares to sign a contract with Polish PESA to supply 31 two-piece motor units worth about CZK 2 billion. The proportion of companies holding contracts for damage relating to the purchase of new and upgrading existing vehicles closed in 2010 was only about one-third.

Adif invests more than 2.2 million in the cleaning service at North Station, Valencia



- The contract includes maintenance of spaces for use by customers and internal departments
- Adif incorporates personal as a precondition for the implementation of performance standards for recycling and collection of municipal waste and proper environmental management

Adif has approved the award of contract for the cleaning of the North Station Valencia. The contract was awarded in the amount of 2,202,513.5 euros (VAT included) and has a lead time of 48 months.

Cleaning a building of the uniqueness of the North Station Valencia includes areas for both users and internal use units in which staff work Adif. The contract includes all activities necessary to ensure the quality level required by the station, floor maintenance, window cleaning, emptying bins, disinfecting toilets and public toilets, electronic signs, roads, docks and accessory elements.

The conditions of the contract should be noted that the cleaning is done every day of the year in day shifts spread over morning, noon and night. Also includes maintenance and cleaning of items in its specificity or difficulty require special facilities (lifts, scaffolding, pressure equipment ...).

Adif has raised fundamental premise of the application of criteria of segregation and separate collection of urban waste are separated by organic waste, packaging and cartons or paper. Thus, the procedure for the collection and management of waste generated in the internal services and require proper environmental management.

The contract was awarded to the company Aldesa.



Czech Railways have 90% reliability, passenger trains are the most accurate and SC Pendolino



Czech Railways trains meet last year's schedule at 90.41%. The most reliable are those traditionally regional connections (passenger and express trains), which ran with an accuracy of 91.11%. With even a few tenths of a percent more accurate was the fastest SC Pendolino. They meet the schedule without delay in 91.84% of the way.

A slightly less accurate figure with distance domestic services, which may due to the longer race pass more than one with different restrictions, such as lockouts, and more are waiting for a trailer coupling. The accuracy of these trains last year was 83.66%. The least accurate are the Czech Republic in the international long-distance trains (fast trains and Eurocity). Their accuracy is influenced by a longer route, but also less accurate railways abroad. According to statistics published by the UIC is an accurate long-distance trains in neighboring countries about 15-20% lower than in the Czech Republic. For the above calculations, the accuracy of Communications in the Czech Republic in regional and remote connections allows a tolerance of 5 minutes. Abroad, while the long-counted some of the railroad trains to within 10 minutes (Great Britain) or even 15 minutes (Italy, France, International Union of Railways UIC).

The Barcelona-Madrid AVE celebrates its third anniversary with nearly 17 million travelers throughout the corridor



- The service began with 17 movements per day in each direction which have evolved to the 28 current connections
 - The point to point connection Barcelona-Madrid has been in these three years a total of 7,694,097 customers
 - High Speed Line Madrid-Zaragoza "Barcelona has made an investment of about EUR 9,000 million
- In its three years of operation, the services of Renfe AVE Barcelona - Zaragoza - Madrid recorded a total of 16,923,323 clients. The relationship with increased demand from its inception has been the point to point route from Barcelona to Madrid with a total of 7,694,097 passengers.
- The Barcelona-Madrid AVE train service celebrates its third anniversary with a market share in this corridor of 45.7% and an occupancy level of 78.5%. In this triene have been offered places a total of 21,737,591, with an average of 21,500 seats daily and have implemented a total circulation of 57,334 with a punctuality rate of 98%.

High Speed Line Madrid-Zaragoza-Barcelona, 621 kilometers in length, has an investment of close to 9,000 million euros. It is a next-generation infrastructure, fully integrated into the environment and more secure and reliable rail transport and for citizens.

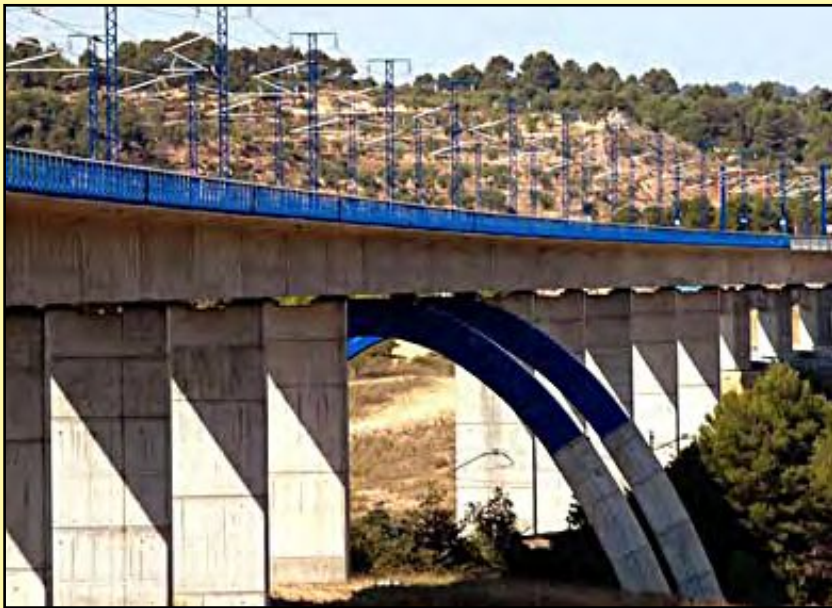
Their high standards for speed, consistency, safety and comfort make it one of the rail system more modern and better performing international context.

On 20 February 2008 released a high-speed connection that allowed Barcelona to Madrid to join in a journey time of 2 hours and 38 minutes. The service began with 17 trains daily in each direction. Progressively increased the number of Renfe circulation thanks to the good reception of the product, up to 28 connections per day for current sense.

Renfe is committed to punctuality in the Barcelona-Zaragoza-Madrid with returns of 50% of the ticket for delays of between 15 and 30 minutes, and 100% for delays exceeding 30 minutes, if the cause is attributable to rail operations

Balance of travelers from the main relationships in these three years:

Value travelers
Madrid-Barcelona 7,694,097
Madrid-Zaragoza 4,298,511
Barcelona-Zaragoza 1,629,993
Madrid-Camp deTarragona 979,733
Madrid-Lleida 816,916
5.3 million passengers last year



Between February 20, 2010 and February 19, 2011, over 5.3 million passengers have used the services in the Corridor AVE Barcelona - Zaragoza - Madrid. The main relations have been the point to point route Barcelona - Madrid with 2,562,633 customers, Madrid-Zaragoza relationship with 1,231,008 passengers and the route between Barcelona and Zaragoza with 514,991 customers.

Of the total registered traveler in the corridor during this period, over 24% have enjoyed Web promotional prices and Star, which provide discounts of up to 60% off ticket price with General Price. In addition, 33% of travelers have used the round trip fare with a 20% discount. If so, we add other discounted fares such as the Gold Card or Youth Card, 99.8% of passengers at the Barcelona-Madrid AVE train, tickets have enjoyed discounts of between 20 and 60% of the regular price of the ticket.

For sales channels, the agencies conducted 42%, followed by the web www.renfe.com which has resulted in 32% and retail outlets at stations with 18%.

Rating service and savings on CO2 emissions

The client profile of the corridor Madrid - Barcelona is one person with a university (72%) moving for work (56.4%), or for leisure and / or relatives (41.9%), and traveling at an average frequency of 38 trips a year to train with a fidelity of 81%. Finally, the overall assessment of the service amounted to 8 points on a scale of 0 to 10.

The transfer of passengers from other modes (road and air) Ave de Renfe train in the corridor Madrid - Zaragoza - Barcelona, has resulted in the first three years of service first emission savings of 614,297 tonnes of CO2 and energy consumption of 2510.6 GWh, equivalent to annual power needed to supply households in a city of about 1,885,000 inhabitants.

Madrid-Barcelona-French border

The 804 km corridor Madrid-Barcelona-French border has been a major engineering challenge, remains the longest line of Europe, including the 132 km stretch of Puerto Barcelona-Figueras, designed to combine passenger and freight. The corridor Madrid-Barcelona-French border will be an approximate total investment of 10,800 million euros until 2011, of which 7,100 million euros related to the Madrid-Barcelona, and the remaining EUR 3,700 million in connection Barcelona-French border.

The section of the Barcelona-Figueras High Speed Line Madrid-Barcelona-French border has an estimated investment of 4,200 million euros, of which more than 179.3 million was allocated to the construction of the tunnel Sants-La Sagrera. In this regard it is noted that the investment in the development of high speed in Catalonia has generated in this region about 150,000 jobs since 2004.

Reconstruction of the railway station Bojkovice including the reconstruction of the signalling installation completed



On February 11th another significant construction implemented under the project of the subsidiary lines reconstruction was festively completed. The completed reconstruction of the railway station Bojkovice in the Zlin region represents an important phase of the progressive reconstruction carried out along the whole railway section – the objective of which is to be the long-distance rail operation control. The investor of the event was the Railway Infrastructure Administration, state organization (SŽDC).

Under the reconstruction of the substructure and superstructure, the inconveniently positioned Slavičín station head was relocated in the direction towards the station building. As a result, the level crossing was also relocated from its current position to the station head. A new technological building for signalling, telecommunication and heavy-current installations was built. Passengers can benefit from an up-to-date two-sided platform (233 m long) between track No.1, 1a -3 and a new outside platform near track No. 5 (70 m long). The platform edge is 550 millimetres over the top of rail to allow an easier access and exit. Passengers with limited mobility can use the access from the reconstructed area outside the station building to the platform near track No.5 via an inclined ramp equipped with a safety handrail.

The implementation of this construction has also substantially enhanced the rail operation safety. In Bojkovice, a new electronic interlocking - 3rd (top) category has been installed and is controlled from the Unified Control Place (JOP), getting ready for the long-distance control. Railway stations and train stops have been equipped with a new station announcement system including the automatic announcement device. The island platform has been equipped with a voice device to allow an easier orientation for visually-impaired citizens.

Development put on the stretch of rail line, Bonnet Chinchilla in Albacete



The section, which has a length of 22km, is the first step towards adaptation to the high speed railway platform today. This project, included in the superstructure works of the journey Albacete-Almansa, has received an investment of 115 million euros.

The Ministry of Development, through ADIF, has commissioned a new conventional rail line section between stations and Bonnet Chinchilla in Albacete province, which frees up the current path path and begin work to adapt to high speed. The high speed of the provinces of Alicante and Murcia, Albacete and Madrid and Albacete Almansa made between the railway line for the trains currently conventional passenger and freight, whose platform was built with high-speed parameters. The new Iberian gauge railway line is part of the conventional line that is built and Almansa Albacete. Once you go completing construction of the sections, com or current between Chinchilla-Bonnet, work will begin to change gauge of the current line, Iberian (1,668 mm), International (UIC, 1,435 mm) of Albacete-Almansa path, including the High Speed Line Madrid-Castilla La Mancha-Valencia-Murcia.

22 new miles of conventional track

This project, with an investment of 115 million euros, is part of the infrastructure works carried out in the Albacete-Almansa path. The new section runs entirely the province of Albacete, between Chinchilla and Bonnet stations. Has an approximate length of 22 km, from the general routes link located at kilometer (pk) 295 to 317 pk.

To put into service, has undertaken the construction of a new platform designed for double track railway, the track assembly and installation of overhead line and the communications and security systems.



Modernisation of Czech Railways trains gathered pace last year, the company signed contracts worth 10 billion



Czech Railways last year started an extensive process of renewing the vehicle fleet. The company signed contracts to modernize existing vehicles and the supply of brand new units with a total of eight suppliers worth 9.9 billion CZK. To finance the project uses a variety of forms, such as leases, bank loans, bonds and the purchase of regional trains also by European Union under the Regional Operational Programmes.

In the initial stage of the Czech Railways focused on recovery of regional links, which are used for their daily trips to work or school tens of thousands of passengers across the country. Peter Žaluda recall some specific contracts, "I know it is purchase of motor vehicles by a RS RegioShuttle Stadler for the Highlands and Liberec. Selected type of vehicle we now introduce to our passengers and the presentation runs in the mid of this year, stealing cars and made directly for the Czech Railways. Other famous vehicles ordered last year are, for example, motor unit Regionova the existing supply in a short time greatly improved the quality of travel for hundreds of regional boards in the Czech Republic. With the onset nízkopodlažnímu makes it easier to travel for seniors, mothers with prams or wheelchair users and quickly remove the barriers to travel for shorter distances. "

A very important but previously neglected segment of the sector regarded Peter Žaluda long haul: "Last year we started to correct inherited defects in long-distance transport. We have entered into a contract to upgrade the first 58 cars and 2 classes for Eurocity and Intercity trains with ŽOS Trnava and the Modernization of 21 cars, restaurant with ŽOS Vrutky. She was also started for the revitalization of 110 vehicles for ordinary express trains of the Prague CZ JANOZA. The first cars have already revitalized so we include the high-speed trains. This year we want to continue with other projects, modernization of Express service and many years later we get into our fleet as well as new advanced kit for remote connections. Currently we provide the necessary economic and legal analysis. "

Financing of new and upgraded vehicles are spread over several years in succession, both sets will be produced and delivered. The project financing is used by different sources, bank loans, bonds, leases and resources of the European Union through the Regional Operational Programmes. The support for the purchase of regional trains can reach up to 40% of the value of these contracts.

Czech Railways also plans to continue this year in an extensive renewal of rolling stock. This year the contract to supply diesel and electric trains financed by the European Union and the modernization and supply of cars and trains for the long haul.

Overview of the contracts in 2010

- Krnov Repair and Engineering Works Ltd., modernization of 66 4-axle vehicles second Class of motor sets, 837.5 million CZK;
- CZ LOKO, as + IMPULSE-Leasing-AUSTRIA sro, upgrading motor and lease 19 locomotives 750.7 "Cobra", 924.1 million CZK;
- ŽOS Trnava as + ING Lease (CR), Ltd., CSOB Leasing, Equipment Finance asSG United, upgrading and leasing the first car in 1958 and 2 class trains for EC / IC, 2 183.5 million CZK;
- ŽOS Vrutky as modernization of the dining cars in 1921, 728.4 million CZK;
- Skoda Vagonka as delivery of 8 new sets CityElefant, 1748 million CZK;
- Pars nova as, upgrading motor vehicles and trailers 810 and 010 series of 62 two-piece motor units 814, 1 579.8 million CZK;
- Stadler Pankow GmbH, two contracts for a total of 33 motor vehicles RegioShuttle RS 1, 1 775.9 million CZK;
- JANOZA UK Ltd., two contracts for the revitalization of the total 110 vehicles of various type of express trains CZK 128.7 million.

"At the beginning of last year we promised to launch the most extensive restoration of the vehicle fleet in the history of Czech Railways and the first last year's figures confirm that we fulfill our word," said CEO Peter Žaluda Czech Railways. While modernization is aimed at all segments of the company, then in regional and remote services. Peter Žaluda is a significant change from past well differentiated suppliers. "Largest contract with a share of 23% is closed for upgrading and leasing of 58 vehicles for Eurocity and Intercity connections with Slovak company ŽOS Trnava and the second most successful partner, Stadler is a company with contracts worth 1 78 billion crowns a share of 18%. Only the third and fourth place are the holding companies Skoda Transportation, Skoda and Vagonka Pars nova. Last year a total of eight suppliers were successful, of which only two are part of the holding company Škoda Transportation, "said Peter Žalud.

SZDC's fire brigade participated in a tactical training exercise inside the Krasikov tunnel



On February 14th, the Fire Brigade of the Railway Infrastructure Administration, state organization (SŽDC) participated in a tactical training with other fire brigades, the Police of CR and paramedics. A simulated train accident inside the Krasikov tunnel was attended by all units of the Joint Rescue Service.

The training inside the Krasikov railway tunnel, which is located in the railway section between the railway stations Zabreh na Morave and Ceska Trebova, included practical methods of passengers' rescue and evacuation as well as testing the functionality of all safety systems in the tunnel.

During the simulated accident SZDC and the participants of the training tried out markings in the tunnel, lighting, accesses, entry areas, communication devices, a dry standpipe as well as pressure-relief ventilation. From SŽDC's point of view all equipment in the tunnel, its portals, even in the escape gallery came up to expectations.



Bombardier Transportation Acquires Stake in Russian Railways Subsidiary



Acquisition of stake in signalling equipment manufacturer Elteza announced in December 2010 is confirmed

Following the signing of a share purchase agreement in Moscow on December 13, 2010, Bombardier is pleased to confirm that BT Signaling B.V. purchased a stake in the signalling equipment manufacturer United Electrical Engineering Plants, known as Elteza. BT Signaling B.V. purchased a 25 per cent stake in Elteza, a subsidiary of Russian Railways (RZD). Subject to further approval, BT Signaling B.V. could increase its stake to up to 50 per cent. RZD will remain the majority shareholder.

Elteza is Russia's largest signalling equipment producer with more than 3,000 employees across seven manufacturing sites. The company focuses on the design, development and production of rail signalling equipment and automatic and remote train control systems which have been delivered in Russia, the Commonwealth of Independent States (CIS) and the Baltic states. The new partnership will be one of the first successful examples of the privatisation of a Russian Railways' subsidiary and part of the modernization strategy of RZD.

Already strong partners in the signalling sector, Bombardier and RZD have a well established engineering joint venture, Bombardier Transportation (Signal) Ltd., in operation in Moscow since 1996. This partnership has worked in close cooperation with Elteza to equip over 100 Russian stations with BOMBARDIER EBI Lock 950 computer-based interlocking (CBI) technology. This new agreement leads to the creation of an Elteza department dedicated to new technologies and focusing on the manufacture of products including EBI Lock 950 as well as the latest generation of wayside products.

Bombardier Transportation's Rail Control Solutions portfolio covers the complete range of BOMBARDIER CITYFLO mass transit solutions, from manual to fully automatic systems, as well as communication-based systems. It also provides BOMBARDIER INTERFLO mainline solutions, from conventional systems to ERTMS level 2 systems. Bombardier solutions encompass a broad portfolio of wayside and onboard products.

The Government authorizes civil works, track and electrification of the section Valladolid - Campo Grande - North Node



The Council of Ministers have approved the Ministry of Development to bid through ADIF, the first phase of construction of civil works, track and electrification of the section between Valladolid Campo Grande and the North Node Valladolid, belonging to the city's rail integration and the north-northwest corridor high speed. This action takes place in the municipalities of Valladolid, Pisuega Santovenia of Cabezón de Pisuega. The works include the construction of high-speed platform (standard gauge) and installation of electrification along the 8.6 km from the station Valladolid Campo Grande to the North Node of the capital on single track. The works of the first phase have a bid amount of EUR 43,003,246.7 (VAT included), to which must be added the supply of material to be made by ADIF, estimated at 6,124,828 euros (excluding VAT).

Other actions

The overall project includes the construction of a new broad-changer to be located along the river Pisuega, the North Node, which allow the transit of trains running on conventional track between Station Valladolid-Campo Grande and north of the peninsula and vice versa, although part of it will not enter service until the second phase of the project. For its part, the path pair is reserved for the movement of rail traffic in conventional gauge also allows the movement of these trains running at the height of the new season of Three Brothers, which will also feature more than three-way section. Among other actions included the construction of a rail link (standard gauge) in order to connect Alternative Eastern goods, which builds the Ministry of Development, with the cement 'The Grill', to be located in the New Complex Valladolid Railway.



Barrow Hill - 20 years on

Run by the Barrow Hill Engine Shed Society, this group of dedicated rail enthusiasts rescued the place from dereliction in 1991 from British Rail, who had no further use for the buildings and nearby railway yards. On February 5th the shed celebrated its 20 years since British Railways.



Stabled around the turntable inside the shed at Barrow Hill can be seen Class 26 007, 83 012, 85 101 and 81 002. [Richard Hargreaves](#)

Giving rides down the short line through the yard was various pairs of Class 20's throughout the day as well as shunting loco Class 09 012. [Richard Hargreaves](#)



Class 20 107 and 20 096 start up prior to giving rides down the yard.
Some of the many preserved/stored locos can be seen behind these pair. [Paul Godding](#)



The other pair of Class 20s giving rides during the day were
Class 20 121 and 20 132. [Richard Hargreaves](#)



Just one of the many projects that are ongoing at Barrow Hill is the restoration of Class 58 016 by the Class 58 group. This ex Fertis locomotive is seen here stripped down and undergoing major attention. [Andy](#)



Class 40s Nos. D213 and D335 are seen in the yard at Barrow Hill along with Class 20 No. D8132. Class 40 No. D335 is visiting from the East Lancs Railway for bogie repairs.

Paul Godding



A project currently being undertaken at Barrow Hill is the conversion of an Ex Class 37 locomotive into a Class 23 "Baby Deltic". In this shot the donor loco Class 37 372 is seen marked up with what modifications are required for this huge project.

Richard Hargreaves



Barrow Hill also has a varied collection of steam locos present on site, with just three of the many examples seen here. [Andy](#)



Class 03 066 is seen on the turntable at the center of the roundhouse. [Class47](#)



Deltic locomotives, Class 55 009, 55 015 and 55 021 are seen inside the
DPS depot which is also located at Barrow Hill. [Richard Hargreaves](#)





In 2006 Czech Class 754.067-7 is seen at Morkov. This loco was "The Flagship" of Brno, called Petruska (little Petra in English), however it is no longer in this unusual livery. Still in Brno it now carries the grey-blue corporate scheme of Czech Railways. [Martin Grill](#)



On June 26th 2006 Czech "Laminat" Class 240.094-3 is seen
arriving into Havlickuv Brod . [Class47](#)





Above: SNCB Class AM82 No. 348 pauses at Gent St. Pieters on June 29th 2001.

Below: SNCB Class AM66 No. 639 approaches Namur on June 28th 2001.

Both: Brian Battersby

